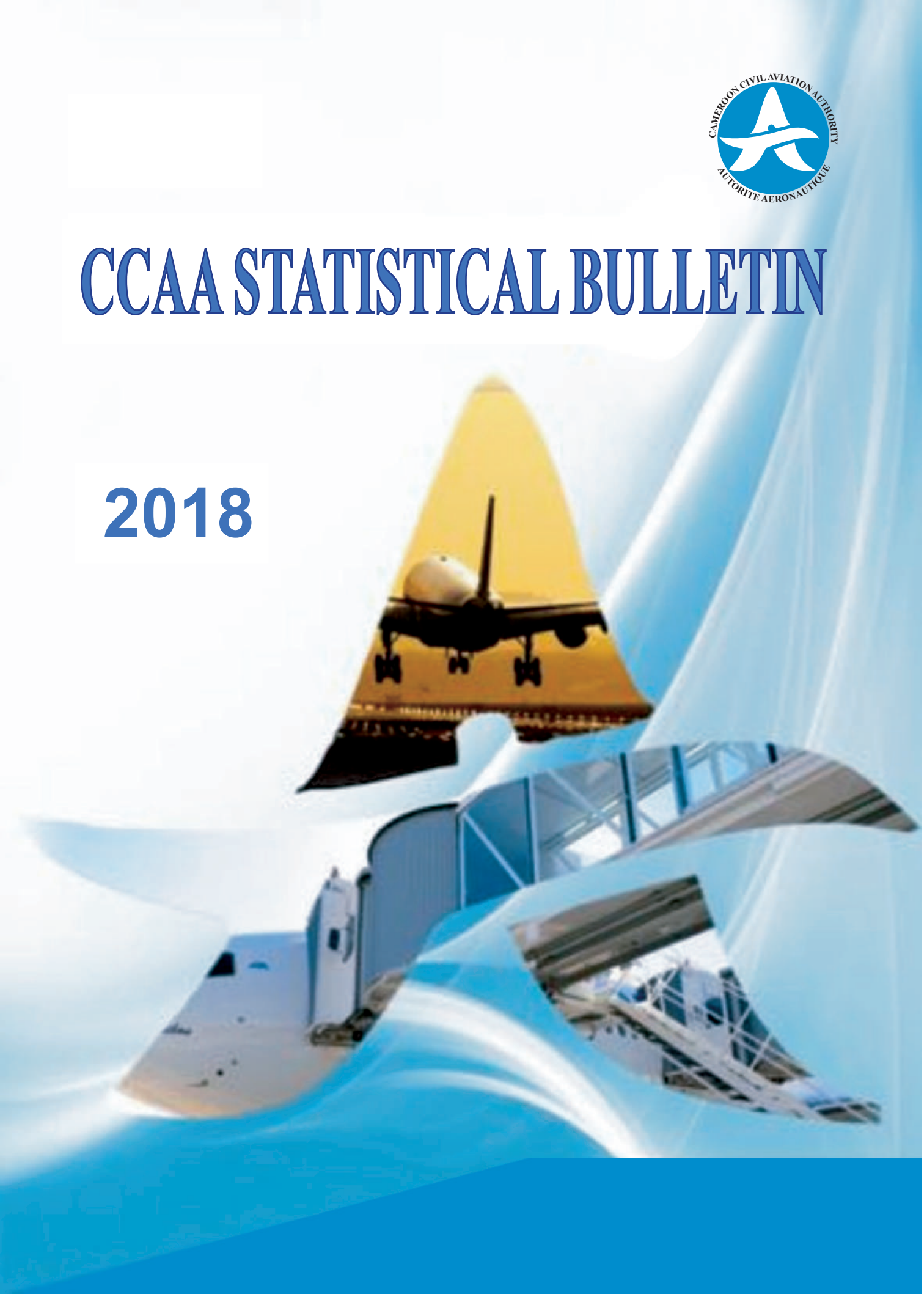




CCAA STATISTICAL BULLETIN

2018





STATISTICAL BULLETIN

CCAA N°8

OUR MOTTO

A : ACTION

E : EQUITY

R : RESPONSABILITY

I : INTEGRITY

E : TEAM SPIRIT

I : INNOVATIVE

REPUBLIQUE DU CAMEROUN

Paix - Travail - Patrie

AUTORITE AERONAUTIQUE



REPUBLIC OF CAMEROON

Peace - Work - Fatherland

CASMERON CIVIL AVIATION AUTHORITY

FOREWORD

In the interest of defining the impact of air transport in the economic development of Cameroon in general, and in the perspective of achieving the performance objectives of our sector of activity, the CCAA produces annually a statistical bulletin elaborated after exploitation of data collected at the airports of Cameroon.

In this regard, the 2018 edition of the CCAA's Statistical Bulletin contains information on aircraft movements, passenger flows and volume of cargo recorded under Cameroon skies during the year 2018.

Like the previous editions, this one is in line with our ongoing goals of reporting on the evolution of air transport through a broad set of data needed to understand the air transport sector performance over the period 2016-2018.

In view of the analyzes carried out, there is an increasing trend during the triennium, despite a slight deceleration in 2018. In this respect, we can say that the air transport sector is doing well

Above all, I would like to express my special thanks to all the partners who, through the information provided, made this publication possible. My encouragement also goes to the agents who every day collect information on the airport platforms, as well as those of the General Directorate who, through dedication to work, made this publication possible.

My wish is that this bulletin will be useful to all the administrations that will make use of it and contributes to the achievement of our growth objectives.

THE DIRECTOR GENERAL,

Mrs. AVOMO ASSOUMOU Paule Epse KOKI

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Conscious of the fact that this publication is the result of multiple contributions, the authors would like to thank all those who made this publication possible thanks to their criticism and valuable advice.

This Bulletin contains the most recent statistics of the civil aviation sector in Cameroon for the year 2018 at the time of writing.

For information regarding the contents of this publication, please contact the Prospective Service of the Air Transport Division at the CCAA.

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ABSTRACT

It has been observed that air traffic improved during the triennium **2016-2018**. In fact, the number of passengers increased from **1,374,179** to **1,911,114** divided between **1,069,967** international passengers, **452,350** passengers on domestic routes and **388,797** passengers in transit. This represents an average annual evolution of around **17.93%**.

Several factors contributed to this development, including the development of new domestic routes that resulted in a better aircraft load factor, which increased from an average of **49** passengers in **2017** to **57** passengers in **2018**.

In the same light, the positive evolution of passenger traffic is due to the development of internal lines and the improvement in the respect for schedules by the national airline Camair-Co, the development of airport infrastructure and equipment, the improvement of civil aviation safety and security measures as well as the signing of numerous air agreements whose exploitation has contributed to the development of the flow of passengers on the international and national network.

This increase is reflected, among other things, by a positive evolution in the number of passengers arriving and departing, which rose respectively from **787,653** in **2016** to **1,105,686** in **2018** for the former and **586,526** in **2016** to **805,428** in **2018** for the latter. The total number of terminal passengers increased from **1,148,056** in **2016** to **1 522 317** in **2018**.

On the other hand, freight and mail transported to/from Cameroon over the period **2016-2018** had a downward trend, with an average annual growth rate of **-06.49%**. Indeed, after having significantly depreciated over the **2016-2017** period (**22,372.95** tons), i.e. **-12.28%** compared to the **2016** figures (**25,505.62**), the growth rate of the quantity of freight and mail dropped again between **2017-2018** (**22,301.26** tons) by a rate equal to **-00.32%**.

From the analysis of the performances of the various airports, it is clear, among other things, that the Douala airport is the most solicited for international flights and freight transport, that of Yaoundé-Nsimalen the most prolific for national flights and that the airport of Maroua-Salak records the highest load factors.

I. AIR TRAFFIC PERFORMANCE IN CAMEROON IN 2018

The data on the movement of aircraft, as well as those on the movement of persons and goods in **2018**, show that the airline sector is performing.



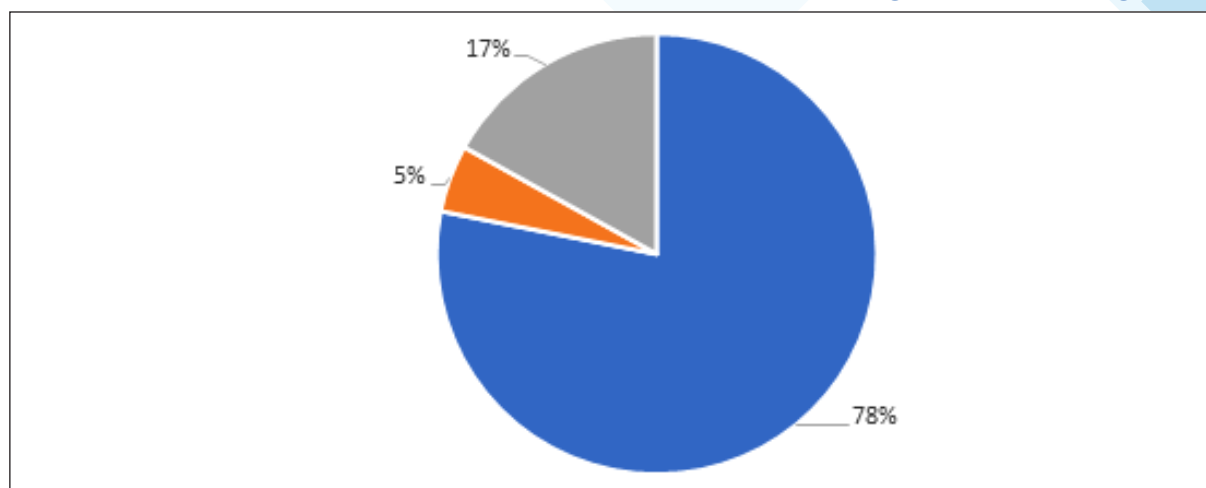
1. Aircraft movements

In terms of aircraft movement, **33,634** movements were recorded at Cameroonian airports, a daily average of **92** movements with an hourly average of **02** aircraft movements per hour. However, these trends indicate a lower performance of national airports compared to international airports. As an illustration, the Bafoussam and Ngaoundéré airports recorded an average of **01** daily movements, compared with **47** and **28** daily movements respectively for the Douala and Yaoundé-Nsimalen airports, all types of flights combined.

During this period, aircraft movements in Cameroon were largely dominated by scheduled commercial flights, which recorded **26,277** aircraft movements, followed respectively by non-commercial and non-scheduled commercial flights, which each accounted for **5,698** and **1,659** movements.

According to data from ASECNA, about **27,886** overflights were recorded in Cameroon in **2018**.

Chart 1 : Breakdown of aircraft movements per type of flight in 2018



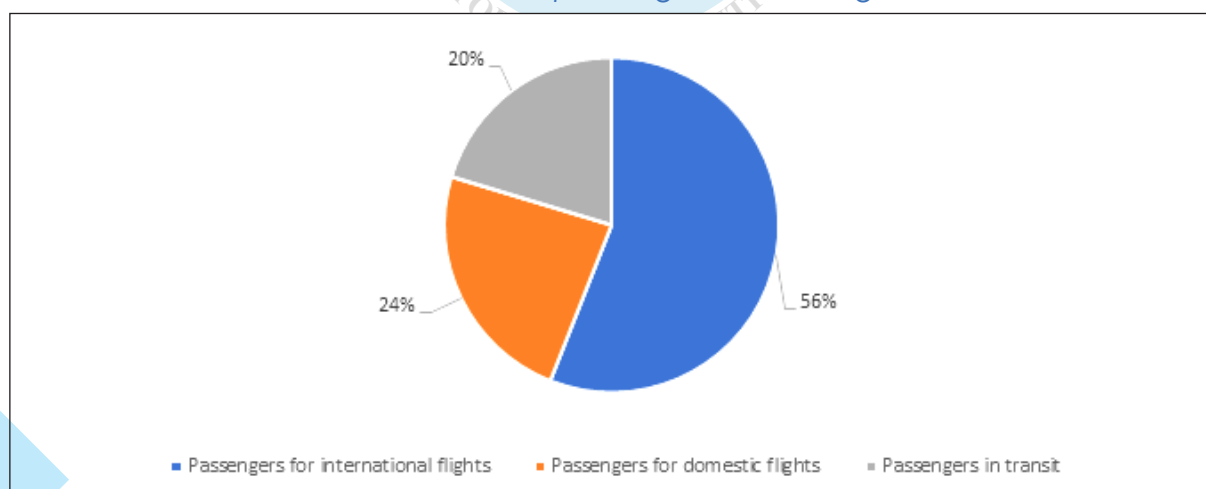
Source : CCAA.

2. Passenger traffic

According to the traffic of persons, the year 2018 recorded 1,911,114 passengers distributed as follows:

- **1,069,967** passengers for international flights ;
- **452,350** passengers for domestic flights ;
- **388,797** passengers in transit.

Chart 2 : Distribution of the number of passengers according to their nature in 2018



Source : CCAA.

Almost all of this traffic is made up of passengers on commercial flights **(98.98%)**; which consist mainly of passengers on scheduled commercial flights **(97.83%)** and non-scheduled commercial flights **(01.15%)**. Passengers on non-commercial flights account for a commercial flights account for a very marginal share of all persons transported by air **(01.02%)**.

From these data, it appears that an average of **57** passengers are transported per aircraft movement at the national level. This trend varies considerably when assessed by airport and type of flight. As an illustration, the following passenger averages are observed for the following airports:

- **98** passengers in Maroua-Salak against **27** passengers in Bafoussam for regular commercial flights;
- **34** passengers in Garoua against **09** passengers in Douala for non-scheduled commercial flights;
- **13** passengers in Ngaoundéré against **03** passengers in Bamenda for non-commercial flights.

Table 1 : Average number of passengers per flight according to the airport and the nature of the flight in 2018

Airports	Nature of Flight	Aircraft Movements	Passenger Traffic	Average Passenger Number
Bafoussam	Regular Commercial	480	12 790	27
	Non Regular Commercial	12	84	7
	Non Commercial	72	503	7
	Total	564	13 377	24
Bamenda	Regular Commercial	387	10 715	28
	Non Regular Commercial	4	4	1
	Non Commercial	308	1 027	3
	Total	699	11 746	17
Douala	Regular Commercial	15 771	1 060 237	67
	Non Regular Commercial	215	2 035	9
	Non Commercial	1 351	298	0
	Total	17 337	1 062 570	61
Garoua	Regular Commercial	570	52 630	92
	Non Regular Commercial	130	4 383	34
	Non Commercial	2 208	57	0
	Total	2 908	57 070	20
Maroua-Salak	Regular Commercial	254	24 825	98
	Non Regular Commercial	427	7 181	17
	Non Commercial	990	12 360	12
	Total	1 671	44 366	27
Ngaoundéré	Regular Commercial	243	13 342	55
	Non Regular Commercial	24	61	3
	Non Commercial	128	1 714	13
	Total	395	15 117	38
Yaoundé-Nsimalen	Regular Commercial	8 572	695 117	81
	Non Regular Commercial	847	8 136	10
	Non Commercial	641	3 615	6
	Total	10 060	706 868	70

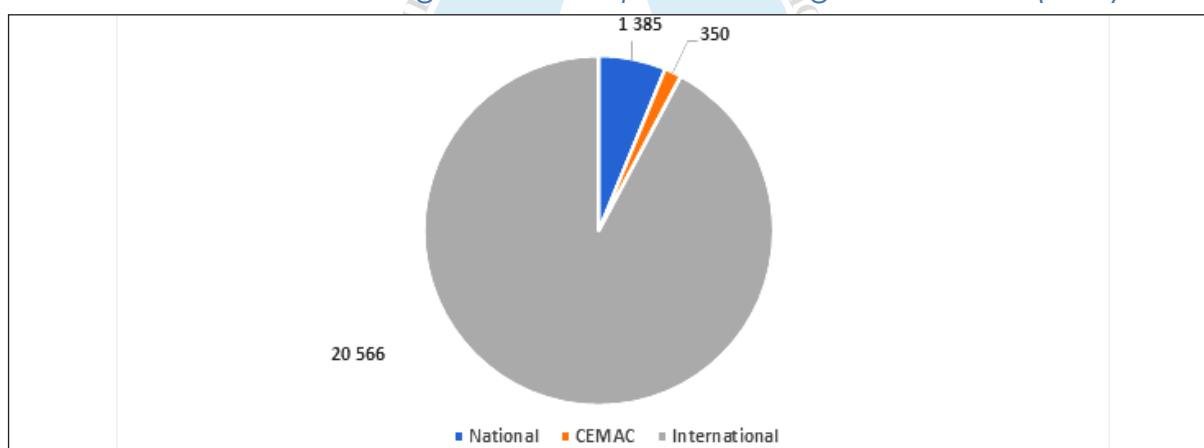
Airports	Nature of Flight	Aircraft Movements	Passenger Traffic	Average Passenger Number
General	Regular Commercial	26 277	1 869 656	71
	Non Regular Commercial	1 659	21 884	13
	Non Commercial	5 698	19 574	3
Total		33 634	1 911 114	57

Source : CCAA. 2018

3. Freight and mail traffic

Freight and mail traffic recorded **22,301.26** tonnes in 2018. This flow is largely dominated by those originating from the international route segment beyond the Central African Economic and Monetary Community (CEMAC) which accounts for **92.22%** of the total amount of freight and mail. The traffic of freight and mail transported at the national level and towards CEMAC represent **06.21%** and **01.57%** respectively.

Chart 3 : Distribution of Freight and Mail per route Segment in 2018 (tons)



Source : CCAA.

On the other hand, freight and mail traffic per aircraft movement averages **00.66 tonnes** at the general level, largely below the average amount of freight and mail transported by aircraft via the international route beyond CEMAC (**01.82 tonnes**) and above those transported by aircraft movement at national level (**00.09 tonnes**) and to/from CEMAC (**00.05 tonnes**).

II. EVOLUTION OF AIR TRANSPORT IN THE TRIENNIUM 2016-2018

The analysis of the evolution of the statistics of the sector over the period **2016-2018**, in connection with the movements of aircraft, people and goods is necessary to identify the improvement on the air traffic performance over time.

A. Evolution of aircraft movements

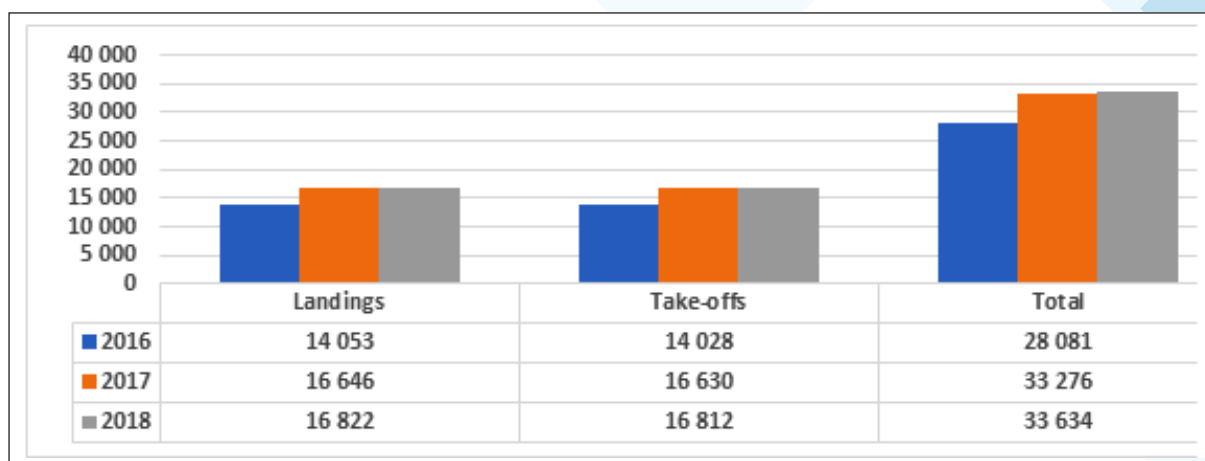
The movement of aircraft in Cameroon during the last three (03) years (2016-2018), analyzed under the prism of landings and takeoffs, the type of flight and the route segments, makes it possible to highlight the explanatory factors of the good performances recorded by the evolution of flights over the period designated above.



1. Air craft movements according to the direction of flights

Between **2016** and **2018** aircraft movements recorded an average annual growth rate of **09.44%**, from **28,081** movements in **2016** to **33,634** movements in **2018** (landings and take-offs). However, there is a deceleration during the last period, between **2017-2018**, which recorded an annual growth rate of **01.08%**.

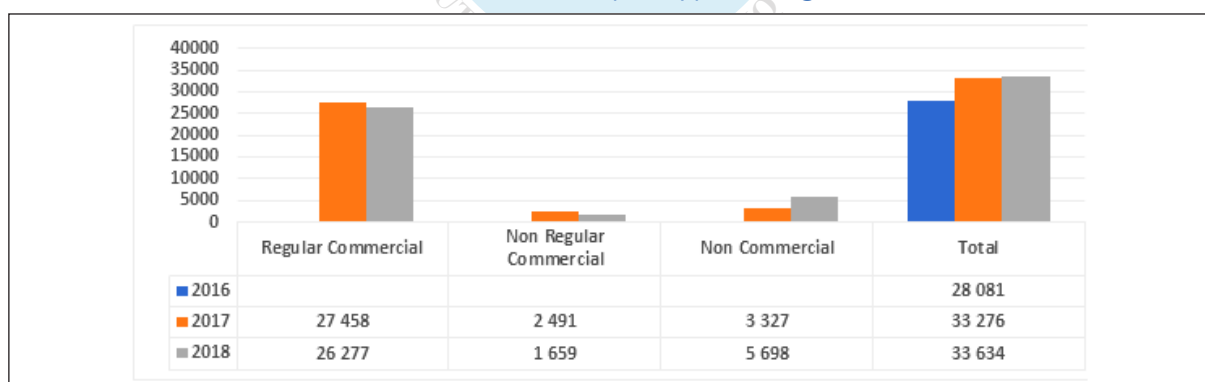
Chart 4 : Evolution of aircraft movements at arrival and departure of flights between 2016 and 2018



Source : CCAA.

The good performance observed in the movements of flights in Cameroon at the order of **01.08%** over the period **2017-2018**, can be attributed to the growth of non-commercial flights, which over the same period recorded an average growth rate of **71.27%**, from **3,327** flights to **5,698** flights. This good performance, coupled with that already recorded during the previous period (**18.50%** between **2016** and **2017**), brings the average annual growth rate of aircraft movements to **09.44%**.

Chart 5 : Evolution of aircraft movements per type of flight between 2016 and 2018



Source : CCAA.

Further analysis of this evolution during the period 2017-2018 reveals that while the reduction in the number of domestic scheduled commercial flights and non-scheduled commercial flights is leading this growth, this is driven by the dynamism of non-commercial flights and international flights.

On average, the **92** daily movements of airplanes recorded at Cameroon airports can be broken down into **05** non-scheduled commercial flights, **16** non-commercial flights and **72** commercial flights, for Yaoundé-Nsimalen and Douala international airports.

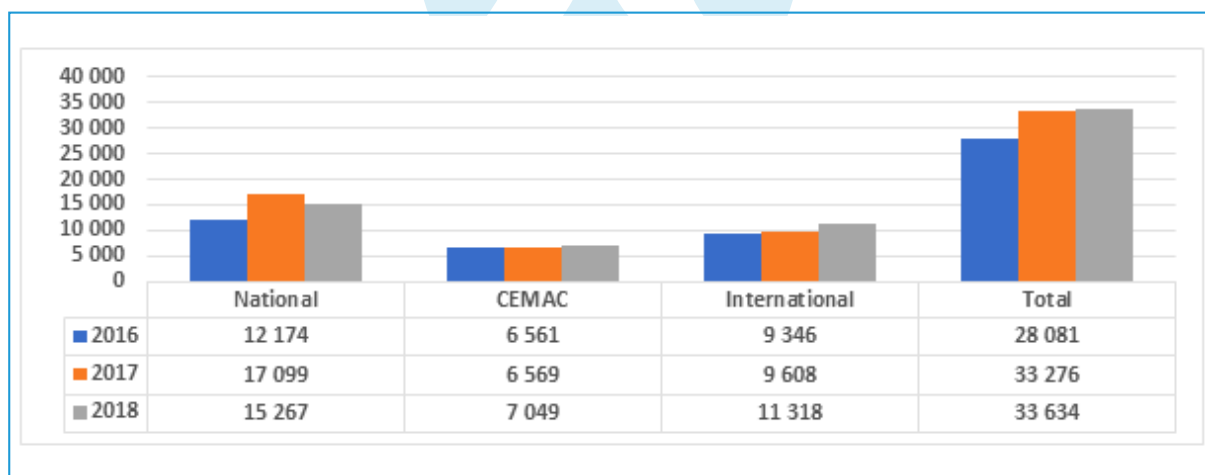
The upsurge of non-commercial flights in connection with the crises and economically stricken areas (Far-North, North-West and South-West) is linked mostly to humanitarian and military activities, which justifies the evolution exponential growth in such flights.

3. Aircraft movements per route segment

Despite the slight decrease in the number of domestic flights in the last period **2017-2018 (-10.71%)**, the good performance all flights is due to the increase in the number of international flights to both the CEMAC (**07.31%**) beyond CEMAC (**17.80%**).

The poor performance of domestic flights this past year contributed to the drop in the average performance of flights recorded so far. Indeed, aircraft movements rose by **18.50%** between **2016-2017** and **01.08%** between **2017-2018**, which translates into an average annual growth rate of **09.44%** over the triennium **2016-2018**.

Chart 6 : Evolution of aircraft movements per route segment from 2016 to 2018



Source : CCAA.

In general, an average of **42** daily aircraft movements was recorded at the national level for domestic flights, **19** aircraft movements to/ from CEMAC and 31 aircraft movements for the international network beyond CEMAC. The hourly average of flights for both domestic and international flights represent **02** movements per hour.

The growth observed in the movements of international flights can be attributed to the special air services and extra cargo frequencies operated by certain regional carriers like Ethiopian Airline and Kenya Airways at the Yaoundé-Nsimalen airport. On the other hand, the contraction observed in domestic flights can partly be explained by the difficulties encountered during the period considered by the national airline Camair-Co.

B. Evolution of passenger traffic

Passenger traffic experienced a boom in the course of 2016 to 2017. However, the lower traffic performance observed over the 2017-2018 period compared to the previous year resulted in a decrease in the growth rate of the number of people who took the plane as a means of transportation. This evolution of passenger flows in Cameroon over the 2016-2018 triennium can best be understood from an analysis of the nature of passengers, the movement of aircraft, types of flights, route segments as well as per the airline company.

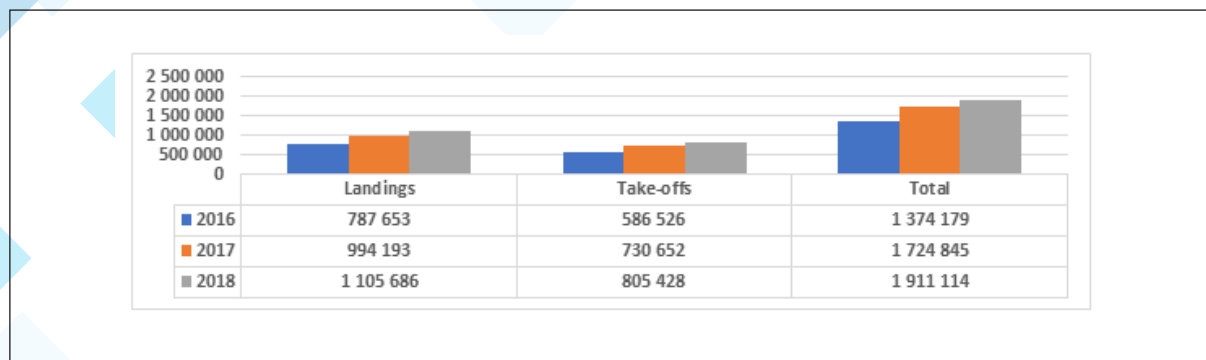


1. Passenger traffic on arrival and departure

In **2018**, passenger traffic registered a general increase of **10.80%** over the previous year, reaching **1 911 114** passengers in **2018**, compared to **1 724 845** passengers carried in **2017**. This increase, although considerable, is much lower than the previous year's growth of **25.52% (2016-2017)**. This translates into an average annual growth rate of **17.93%** for the last triennium. However, the

exponential evolution between **2016** and **2017** resulted from the positive situation regarding the Women AFCON organized in Cameroon in **2017**.

Graphic 7 : Evolution of departing and arriving passenger traffic between 2016 and 2018



Source : CCAA.

An in-depth analysis of the positive trend in the number of people using the airplane as a means of transport reveals that it is equally due to the significant contribution of the number of passengers in transit.

Table 2 : Passenger traffic at departure and arrival between 2016 and 2018

Year	Nature of passenger	Landings	Take-off	Total
2016	Direct	525 414	586 526	1 111 940
	In transit	262 239	0	262 239
	Total	787 653	586 526	1 374 179
2017	Direct	653 234	730 652	1 383 886
	In transit	340 959	0	340 959
	Total	994 193	730 652	1 724 845
2018	Direct	716 889	805 428	1 522 317
	In transit	388 797	0	388 797
	Total	1 105 686	805 428	1 911 114

Source : CCAA.

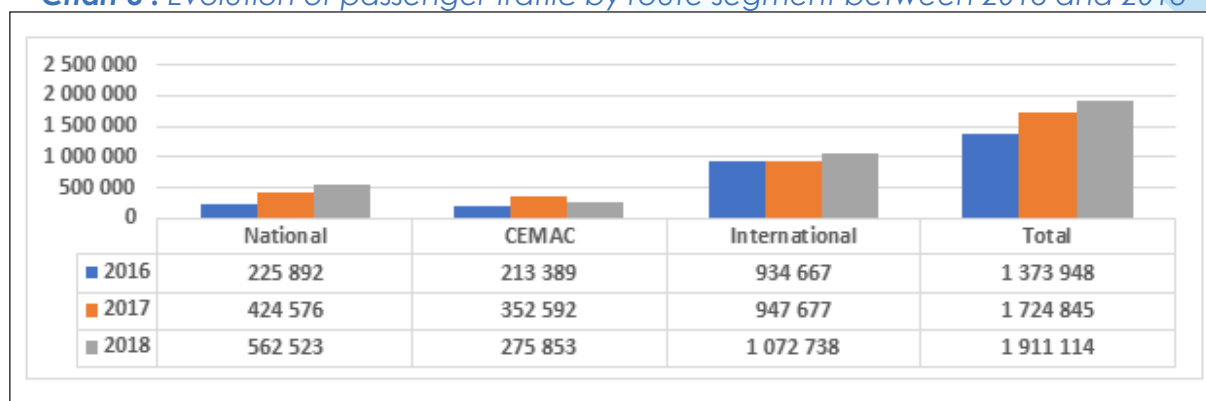
Indeed, when we proceed to a decomposition of the passengers according to their nature, we note that the evolutionary tendency of the passengers considered at landing is similar to that of the passengers taken in their entirety. The average annual growth rate for passengers in transit is 21.76% for the 2016- 2018 triennium, compared to 30.02% and 14.03% respectively for the 2016-2017 and 2017-2018 periods.

2. Passenger traffic by route segment

Between 2017 and 2018, the increase in the number of passengers transported on the domestic network (32.49%) and at the international level

excluding CEMAC (**13.20%**) largely offset the sharp drop of **-21, 76%** of the number of people traveling by aircraft to/ from the CEMAC countries.

Chart 8 : Evolution of passenger traffic by route segment between 2016 and 2018



Source : CCAA.

The positive evolution of passenger traffic is due to the development of internal lines and the improvement of respect for slots by the national airline Camair-Co, the development of airport infrastructure and equipment, the improvement of security measures and the security of civil aviation and the signing of numerous air agreements whose exploitation has contributed to the development of the flow of passengers on the international and national network.



It is important to note that while the average number of passengers per movement of an airplane as a whole has risen over time, not all of its components have grown to the same extent if we refer to the table below. First of all, it can be noted that the average number of passengers per movement

of an aircraft with respect to the domestic network has grown rapidly to be substantially equal to that which is transported to/ from CEMAC. Then, it can be noted that this average number experienced a saw tooth evolution for the CEMAC road segment. Lastly, the average number of people transported to/ from the international network beyond CEMAC has slightly depreciated.

Table 3 : Average number of passengers transported per route segment between 2016 and 2018

Year	National	CEMAC	International	General
2016	19	33	100	49
2017	25	54	99	52
2018	37	39	95	57

Source : CCAA.

Several factors contributed to this evolution, in particular the development of new interior routes and the loyalty of customers of Camair-Co, given the amelioration in the regularity of its flights and respect of its schedules.

In addition, the growth in the number of air passengers over our study period is mainly due to the increase in passengers in transit regardless of the segment of road and the majority of direct passengers, except for direct passengers to / from the international networks beyond CEMAC in **2017** compared to **2016 (- 02.27%)** and direct passengers to / from the CEMAC sub-region network over the period 2017-2018 **(-31.21%)**; which have contributed to reducing the good flow of air passengers in Cameroon.

Table 4 : Passenger Traffic by Route Segment Between 2016 and 2018

Year	Nature of Passenger	National	CEMAC	International	Total
2016	Direct	173 101	174 265	764 343	1 111 709
	In transit	52 791	39 124	170 324	262 239
	Total	225 892	213 389	934 667	1 373 948
2017	Direct	337 464	299 451	746 971	1 383 886
	In transit	87 112	53 141	200 706	340 959
	Total	424 576	352 592	947 677	1 724 845
2018	Direct	452 350	205 989	863 978	1 522 317
	In transit	110 173	69 864	208 760	388 797
	Total	562 523	275 853	1 072 738	1 911 114

Source : CCAA.

In addition, the increase in the number of passengers at the national level is due to the development of internal lines and the improvement of the respect of the hours of flight by the company Camair-Co.

3. Passenger traffic per airline

During 2018, about 18 scheduled commercial airlines operated air services to/from the Cameroon destination. As in previous years 2016 and 2017 international air transport activity was largely dominated by European companies serving the Cameroon destination, with Air France topping the list with 18.86% of market share for departing passengers followed by Brussels Airlines (15.47%).

However, some regional airlines such as Ethiopian Airlines, Asky Airlines, and even the national airline Camair-Co, in view of the intensification of their activities in Cameroon, now surpass Turkish Airways that has retrograded to the 6th place in terms of share of international passenger traffic transported from Cameroon.

Table 5 : *International passenger traffic transported by airline via Douala and Yaoundé-Nsimalen international airports in 2018*

Airline company	Total Passengers (DOUALA + NSIMALEN)			Share of traffic per Co. (%)		
	Arrival	Departure	Total	Arrival	Departure	Total
Air France	102 605	104 416	207 021	20,24%	18,86%	19,52%
Brussels Airlines	82 689	85 644	168 333	16,31%	15,47%	15,87%
Turkish Airlines	32 115	38 161	70 276	06,34%	06,89%	06,63%
Camair-Co	22 447	52 547	74 994	04,43%	09,49%	07,07%
Ethiopian Airlines	70 330	74 130	144 460	13,87%	13,39%	13,62%
Royal Air Maroc	27 038	28 280	55 318	05,33%	05,11%	05,22%
Kenyan Airways	30 144	31 963	62 107	05,95%	05,77%	05,86%
ASKY Airlines	44 003	44 333	88 336	08,68%	08,01%	08,33%
Air Cote d'Ivoire	27 334	27 575	54 909	05,39%	04,98%	05,18%
CEIBA Int	13 761	15 425	29 186	02,71%	02,79%	02,75%
Cronos Airlines	6 370	5 463	11 833	01,26%	00,99%	01,12%
Rwandair	29 604	33 797	63 401	05,84%	06,11%	05,98%
Karinou Airlines	737	828	1 565	00,15%	00,15%	00,15%
AFRI JET	3 329	3 012	6 341	00,66%	00,54%	00,60%
South African Airlines	53	91	144	00,01%	00,02%	00,01%
Trans Air Congo	6 496	6 466	12 962	01,28%	01,17%	01,22%
Congo Airways	106	94	200	00,02%	00,02%	00,02%
Others	7 755	1 292	9 047	01,53%	00,23%	00,85%
TOTAL	506 916	553 517	1 060 433	100,00%	100,00%	100,00%

Source : CCAA.

In fact, the implementation of the ongoing business recovery plan of the national flag bearer, Camair-Co is beginning to yield fruits. Similarly, the other dominant regional airlines such as Rwandair, Kenya Airways, Royal Air Maroc and Air Côte d'Ivoire continue to tighten their grip on the air services market in Cameroon.



C. Evolution of freight and mail traffic

Freight and mail traffic to/ from Cameroon over the period 2016-2018 has been declining, at an average annual rate of -06.49%. Indeed, after having depreciated sharply over the 2016-2017 period (-12.28%), the growth rate of the volume of freight and mail via Cameroon airports decreased again between 2017-2018 (-00.32%). The fall in the level of freight and mail traffic can be well understood by approaching it according to the direction of the aircraft movement, the type of flight and the segment of the routes.



1. Freight and mail traffic on arrival and departure of planes

Freight and mail traffic to/ from Cameroon on arrival and departure recorded a reverse trend between **2016-2018**. Indeed, while the quantity of freight and mail arriving from Cameroon has experienced a positive evolution of about **51.15%** average annual growth rate, that of the quantity of freight and mail departing from Cameroon experienced a negative evolution of **-26.27%**.

Chart 9 : Evolution of freight and mail traffic at departure and arrival between 2016 and 2018



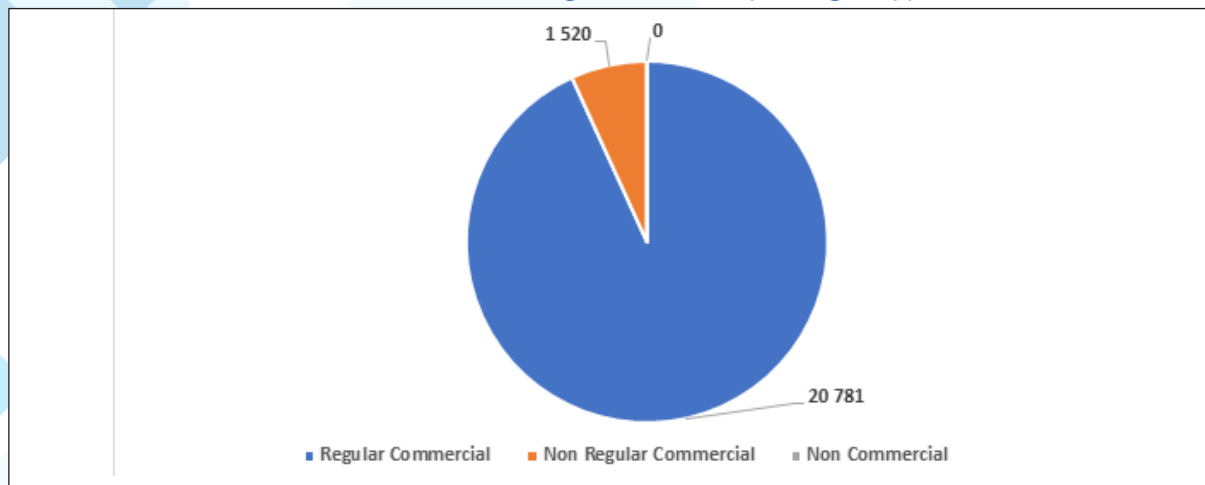
Source : CCAA.

A slightly downward trend was observed in the amount of freight and mail transported to / from Cameroon between **2017-2018**. However, good results were recorded from **2016** to **2017** as a result of the improvement in cargo landing activities in Cameroon and the rehabilitation of the equipment for the handling of freight at the international airport of Douala, the country's first gateway. The growth in the volume of freight unloaded reflects the reality that Cameroon imports more than it exports.

2. Freight and mail traffic by type of flight

The amount of freight and mail transported through regular commercial flights continues to evolve. Most of the freight and mail traffic was covered by the latter, with a rate of **93.18%** in 2018 against **06.82%** for non-scheduled flights.

Chart 10 : Distribution of Freight and Mail per flight type in 2018



Source : CCAA.

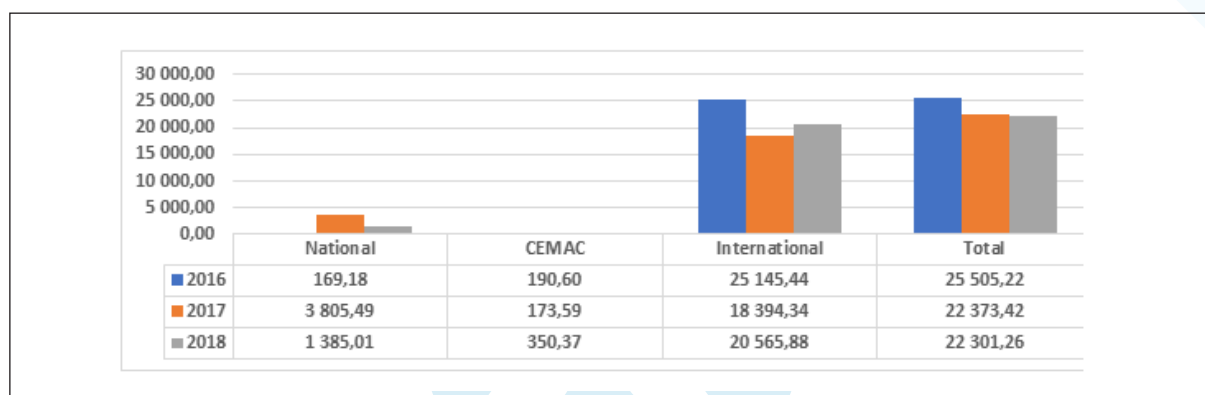
However, it is important to note that while the number of scheduled commercial flights largely exceeds those of non-scheduled commercial traffic, the average amount of cargo and mail transported per flight for non-scheduled flights (00.92 tonnes) is higher than that of regular flights (00.79 tonnes). The main companies that operate regular cargo flights are DHL, Cargo-Lux and Allied Air.



3. Freight and mail traffic by route segment

The poor performance recorded by freight and mail traffic to/from Cameroon over the 2016-2018 triennium can be analysed from the mixed performance of the freight and mail traffic observed at each of the route segments. Indeed, the good performance of freight and mail traffic to/from the international routes in general compared to previous years (101.84% towards CEMAC and 11.81% beyond CEMAC between 2017-2018), permitted to cover the poor performance of the domestic network which experienced an alarming regression of -63.60%.

Chart 11 : Evolution of freight and mail traffic by routed segment between 2016 and 2018



Source : CCAA.

However, it is important to note that between 2017-2018 there was a reversal of the trend compared to the period 2016-2017, when the domestic network experienced a positive evolution of 2,149.37% and the international networks recorded -08.92% for the CEMAC route segment and -26.85% for the international routes beyond CEMAC.

III. PERFORMANCE OF CAMEROONIAN AIRPORTS

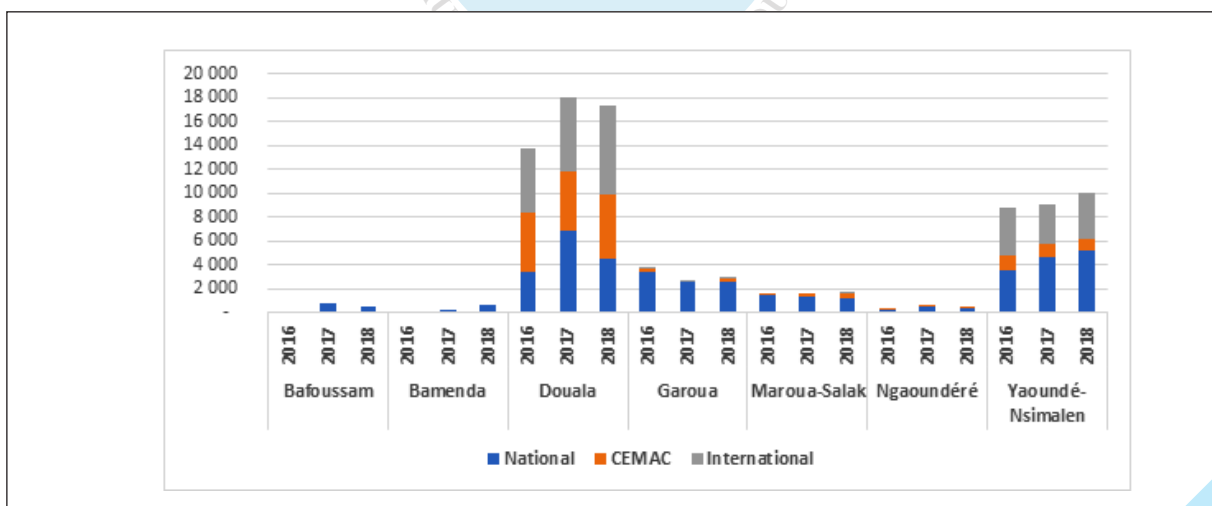
The good performance observed in air transport in Cameroon throughout the period 2016-2018, can best be apprehended through an analysis of the performance of various airports. In this regard, a review of airport results will be conducted in terms of aircraft movements, passenger flows, and cargo and mail traffic.



1. Airport performance in terms of aircraft movements

The good performance recorded by aircraft movements in Cameroon was observed across the various airports. Indeed, beyond the predominance of the international airports of Douala and Yaoundé-Nsimalen, the poor performance in 2018 of airports such as Ngaoundéré and Bafoussam is offset by the good prowess of Yaoundé-Nsimalen, Garoua, Maroua-Salak and Bamenda airports.

Chart 12 : Evolution of airplane movements by airports between 2016 and 2018



Source : CCAA.

The increase in the number of aircraft flights in general and the number of flights at Yaoundé-Nsimalen, Maroua-Salak and Bamenda airports in particular is due, among other things, to the amilitary and humanitarian operations undertaken in the crisis affected regions of Far North, North West and South West.

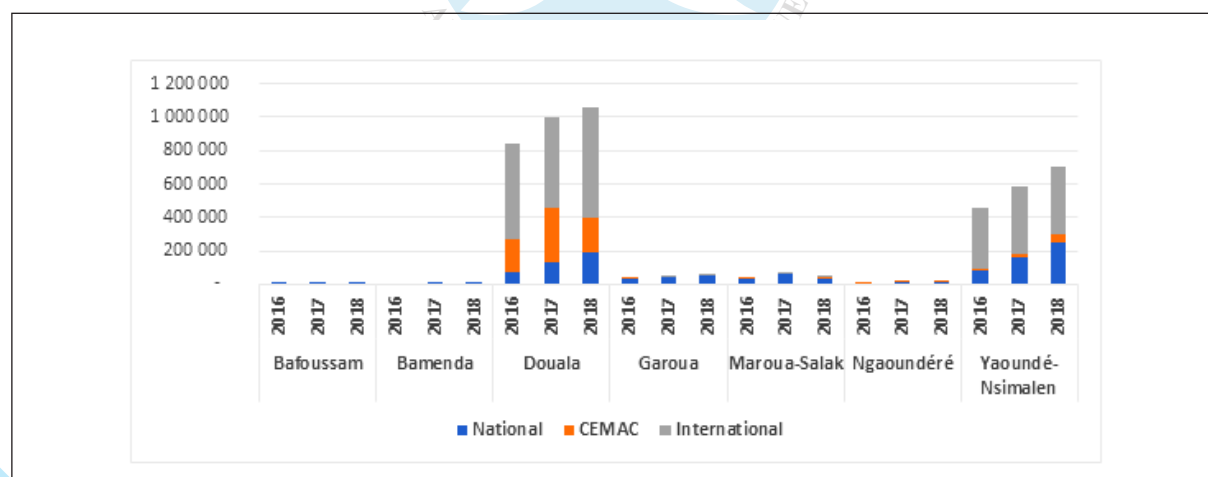
2. Airport performance according to passenger flows

The increasing number of passengers registered by the aviation sector in Cameroon is the result of the good progress observed at almost all Cameroonian airports, except Maroua-Salak. The low performance at this airport can be justified by the reduction of Camair-Co's activities to the airport due to operational difficulties related to its fleet.

Nevertheless, we first observe the dominance of the Douala airport in terms of passenger transported via the international routes. This is followed by the pre-eminence of Yaoundé-Nsimalen airport in terms of passenger transported at the national level. Lastly, it appears that most of the passengers in transit were recorded at these two international airports.

The highest rate of traffic was recorded at the Douala International Airport, located in the economic capital of Cameroon. This airport has shown strong growth in passenger traffic in recent years with a market share equal to 55.02% of total traffic in Cameroon. This performance is followed by that of the Yaoundé-Nsimalen international airport, which coverage a rate of **36.12%** in **2018**.

Chart 13 : Evolution of passenger flow per airport between 2016 and 2018



Source : CCAA.2018

Apart from the flights operated by the national airline company Camair-Co, the international airports of Garoua and Maroua-Salak do not receive regular commercial flights. The bulk of passengers transported via these airports are

domestic passengers. International passengers on this route are generally pilgrims traveling for the HAJJ in Saudi Arabia as well as also passengers on military and humanitarian flights and sometimes flights from the CEMAC sub- region. This is the reason why Garoua airport registers **03.55%** and that of Maroua-Salak **02.79%** of total traffic recorded in Cameroon in **2018**.

Given the increase in the number of passengers compared to the evolution of the number of flights per airport in general and that of Douala in particular, two observations emerge:

- The load factor per aircraft is increasingly important;
- Airplanes landing at international airports have greater capacity.

For example, the average number of passengers per domestic flight for the Douala airport increased from **22** in **2016** to **41** in **2018**, and the same average number for an international flight in terms of Yaounde-Nsimalen airport has increased from **15** in **2016** to **50** in **2018** for the CEMAC route segment and **91** in **2016** to **107** in **2018** for other route segments.

Table 6 : Average Number of Passengers per Flight by Airport and Route Segment in 2018

Airports	Route Segment	Aircraft Movements		
		Year 2016	Year 2017	Year 2018
Bafoussam	National	16	14	24
	CEMAC	-	-	-
	International	-	-	-
Bamenda	National	-	21	17
	CEMAC	-	-	-
	International	-	-	-
Douala	National	22	19	41
	CEMAC	38	66	40
	International	108	87	89
Garoua	National	9	16	20
	CEMAC	2	7	6
	International	-	190	61
Maroua-Salak	National	25	43	30
	CEMAC	43	12	16
	International			13
Ngaoundéré	National	24	26	42
	CEMAC	28	5	5
	International	-	-	-
Yaoundé-Nsimalen	National	22	35	48
	CEMAC	15	18	50
	International	91	119	107

Airports	Route Segment	Aircraft Movements		
		Year 2016	Year 2017	Year 2018
General	National	19	25	37
	CEMAC	33	54	39
	International	100	99	95

Source : CCAA.

The evolution of the number of passengers at the Douala International Airport in 2018 to 1,062,570 passengers, suggests that if the trend is maintained, during the year 2022, this airport will surpass the maximum capacity of Terminal Passengers, noted as 1 500 000 passengers annually. The expected growth in passenger flows during the upcoming African Cup of Nations (AFCON) in 2021 Cameroon could greatly induce this incapacity.

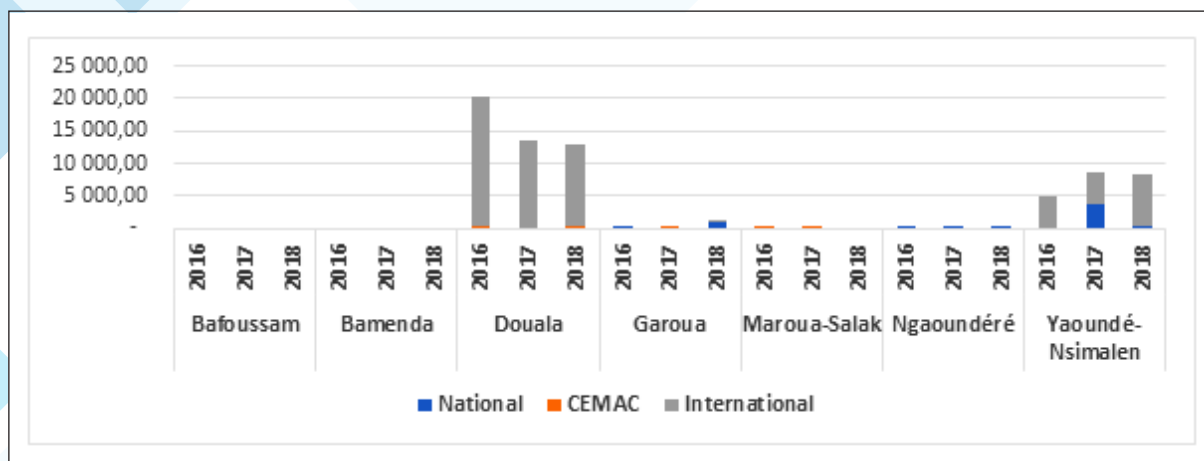


3. Airport performance according to freight and mail traffic

The factors justifying the slight drop of freight and mail traffic to/from Cameroon between 2017-2018 could be analysed in detail.

The rehabilitation of freight terminals at our various international airports, these have not been accompanied by a rise in the volume of cargo transported. For this reason, exogenous factors such as export policy, sector taxation and many other aspects will be analysed as part of cargo impact studies.

Chart 14 : Evolution of airport freight and mail traffic between 2016 and 2018



Source : CCAA.

The peak highlighted by the chart above in 2018 at the Garoua International Airport in terms of freight is notably due to the intensification of infrastructure works in preparation to host the AFCON. Most of the materials and equipment used for the rehabilitation of the sporting infrastructures were obviously transported by air.

In view of the declared capacity of the airport terminals of the different airports, it is observed that the infrastructures dedicated to freight at airports still remain very largely underutilized. This suggests that this market segment represents a niche and that its valuation is likely to induce a ripple effect on the related activities of the agricultural industry, whose imports are dependent on the availability of fruit docks and refrigerated spaces within airports.

In this regard the CCAA has put in place an enlarged committee in charge of elaborating a strategy for the development of air freight.

APPENDIX

A. Evolution of airport traffic in Cameroon between 2017 and 2018

Aéroports	Nature of Flight	Aircraft Movements			Passengers			Passengers in Transit			Feight (Tons)		
		2016	2017	2018	2016	2017	2018	2016	2017	2018	2016	2017	2018
Bafoussam	Landings	28	393	285	434	5 460	6 851	75	112	69	-	-	-
	Take-offs	27	393	279	394	5 365	6 457	-	-	-	-	-	-
	Total	55	786	564	828	10 825	13 308	75	112	69	-	-	-
Bamenda	Landings	-	150	352	-	3 334	5 614	-	94	75	-	-	-
	Take-offs	-	149	347	-	2 975	6 057	-	-	-	-	-	-
	Total	-	299	699	-	6 309	11 671	-	94	75	-	-	-
Douala	Landings	6 846	9 042	8 658	304 276	346 923	366 178	182 774	232 575	225 017	3 947,24	5 838,75	5 763
	Take-offs	6 873	9 037	8 655	353 042	420 439	471 375	-	-	-	16 429,27	7 598,63	7 173
	Total	13 719	18 079	17 313	657 318	767 362	837 553	182 774	232 575	225 017	20 376,51	13 437,38	12 935,90
Garoua	Landings	1 884	1 332	1 455	14 398	23 052	26 934	2 987	794	2 994	9,76	50,57	825
	Take-offs	1 890	1 329	1 453	12 883	23 201	27 142	-	-	-	30,63	37,04	247
	Total	3 774	2 661	2 908	27 281	46 253	54 076	2 987	794	2 994	40,39	87,61	1 071,80
Maroua-Salak	Landings	779	837	836	19 832	31 468	30 303	510	783	1 916	0,50	0,57	-
	Take-offs	762	833	836	19 532	31 073	12 147	-	-	-	23,04	74,08	-
	Total	1 541	1 670	1 672	39 364	62 541	42 450	510	783	1 916	23,54	74,65	-
Ngaoundéré	Landings	110	345	197	2 658	6 232	6 772	706	1 208	1 751	0,03	0,20	-
	Take-offs	106	342	198	1 839	6 303	6 594	-	-	-	-	-	-
	Total	216	687	395	4 497	12 535	13 366	706	1 208	1 751	0,03	0,20	0,05
Yaoundé-Nsimalen	Landings	4 406	4 547	5 001	183 816	236 765	274 237	75 187	105 393	134 985	887,39	3 162,86	4 481,72
	Take-offs	4 370	4 547	4 998	198 836	241 296	275 656	-	-	-	4 177,76	5 610,25	3 811,79
	Total	8 776	9 094	9 999	382 652	478 061	549 893	75 187	105 393	134 985	5 065,15	8 773,11	8 293,51
General = All Airports	Landings	14 053	16 646	16 784	525 414	653 234	716 889	262 239	340 959	366 807	4 844,92	9 052,95	11 069,19
	Take-offs	14 028	16 630	16 766	586 526	730 652	805 428	-	-	-	20 660,70	13 320,00	11 232,07
	Total	28 081	33 276	33 550	1 111 940	1 383 886	1 522 317	262 239	340 959	366 807	25 505,62	22 372,95	22 301,26

B. International passenger traffic per airline via the international airports of Douala and Yaoundé-Nsimalen in 2018

Airlines	DOUALA			NSIMALEN			Total Passengers (DOUALA + NSIMALEN)			Share of pax traffic per Cie (%)
	ARR	DEP	TOTAL	ARR	DEP	TOTAL	ARR	DEPART	Total Gen	
Air France	55 357	56 890	112 247	47 248	47 526	94 774	102 605	104 416	207 021	19%
Brussels Airlines	48 234	50 648	98 882	34 455	34 996	69 451	82 689	85 644	168 333	15%
Turkish Airlines	14 533	18 642	33 175	17 582	19 519	37 101	32 115	38 161	70 276	7%
Camair-Co	17 921	42 936	60 857	4 526	9 611	14 137	22 447	52 547	74 994	9%
Ethiopian Airlines	43 771	48 620	92 391	26 559	25 510	52 069	70 330	74 130	144 460	13%
Royal Air Maroc	15 768	15 968	31 736	11 270	12 312	23 582	27 038	28 280	55 318	5%
Kenyan Airways	20 593	21 577	42 170	9 551	10 386	19 937	30 144	31 963	62 107	6%
ASKY Airlines	32 742	33 125	65 867	11 261	11 208	22 469	44 003	44 333	88 336	8%
Air Cote d'Ivoire	19 403	19 904	39 307	7 931	7 671	15 602	27 334	27 575	54 909	5%
CEIBA Int	13 761	15 425	29 186	-	-	-	13 761	15 425	29 186	3%
Cronos Airlines	6 270	5 346	11 616	100	117	217	6 370	5 463	11 833	1%
Rwandair	29 604	33 797	63 401	-	-	-	29 604	33 797	63 401	6%
Karinou Airlines	737	828	1 565	-	-	-	737	828	1 565	0%
AFRI JET	3 171	2 929	6 100	158	83	241	3 329	3 012	6 341	1%
South African Airlines	53	91	144	-	-	-	53	91	144	0%
Trans Air Congo	6 496	6 466	12 962	-	-	-	6 496	6 466	12 962	1%
Congo Airways	106	94	200	-	-	-	106	94	200	0%
Others		180	180	7 755	1 112	8 867	7 755	1 292	9 047	0%
TOTAL	328 520	373 466	701 986	178 396	180 051	358 447	506 916	553 517	1 060 433	100%

C. Breakdown of traffic by airport per type of flight in 2018

Airports	Nature of Flight	Aircraft Movements	Passengers	Passengers in Transit	Feight (Tons)
Bafoussam	Regular Commercial	480	12 721	69	-
	Non Regular Commercial	12	84	-	-
	Non Commercial	72	503	-	-
	Total	564	13 308	69	-
Bamenda	Regular Commercial	387	10 640	75	0
	Non Regular Commercial	4	4	-	-
	Non Commercial	308	1 027	-	-
	Total	699	11 671	75	-
Douala	Regular Commercial	15 771	835 669	224 568	11 942,67
	Non Regular Commercial	215	1 649	386	993,23
	Non Commercial	1 351	235	63	-
	Total	17 337	837 553	225 017	12 935,90
Garoua	Regular Commercial	570	50 299	2 331	1 071,8
	Non Regular Commercial	130	3 775	608	-
	Non Commercial	2 208	2	55	-
	Total	2 908	54 076	2 994	1 071,8
Maroua-Salak	Regular Commercial	254	24 315	510	-
	Non Regular Commercial	427	5 973	1 208	-
	Non Commercial	990	12 162	198	-
	Total	1 671	42 450	1 916	-
Ngaoundéré	Regular Commercial	243	11 743	1 599	0,05
	Non Regular Commercial	24	60	1	-
	Non Commercial	128	1 563	151	-
	Total	395	13 366	1 751	0,05
Yaoundé-Nsimalen	Regular Commercial	8 572	539 631	155 486	7 766,33
	Non Regular Commercial	847	6 810	1 326	527,18
	Non Commercial	641	3 452	163	-
	Total	10 060	549 893	156 975	8 293,51
General = All Airports	Regular Commercial	26 277	1 485 018	384 638	20 780,85
	Non Regular Commercial	1 659	18 355	3 529	1 520,41
	Non Commercial	5 698	18 944	630	-
Total		33 634	1 522 317	388 797	22 301,26

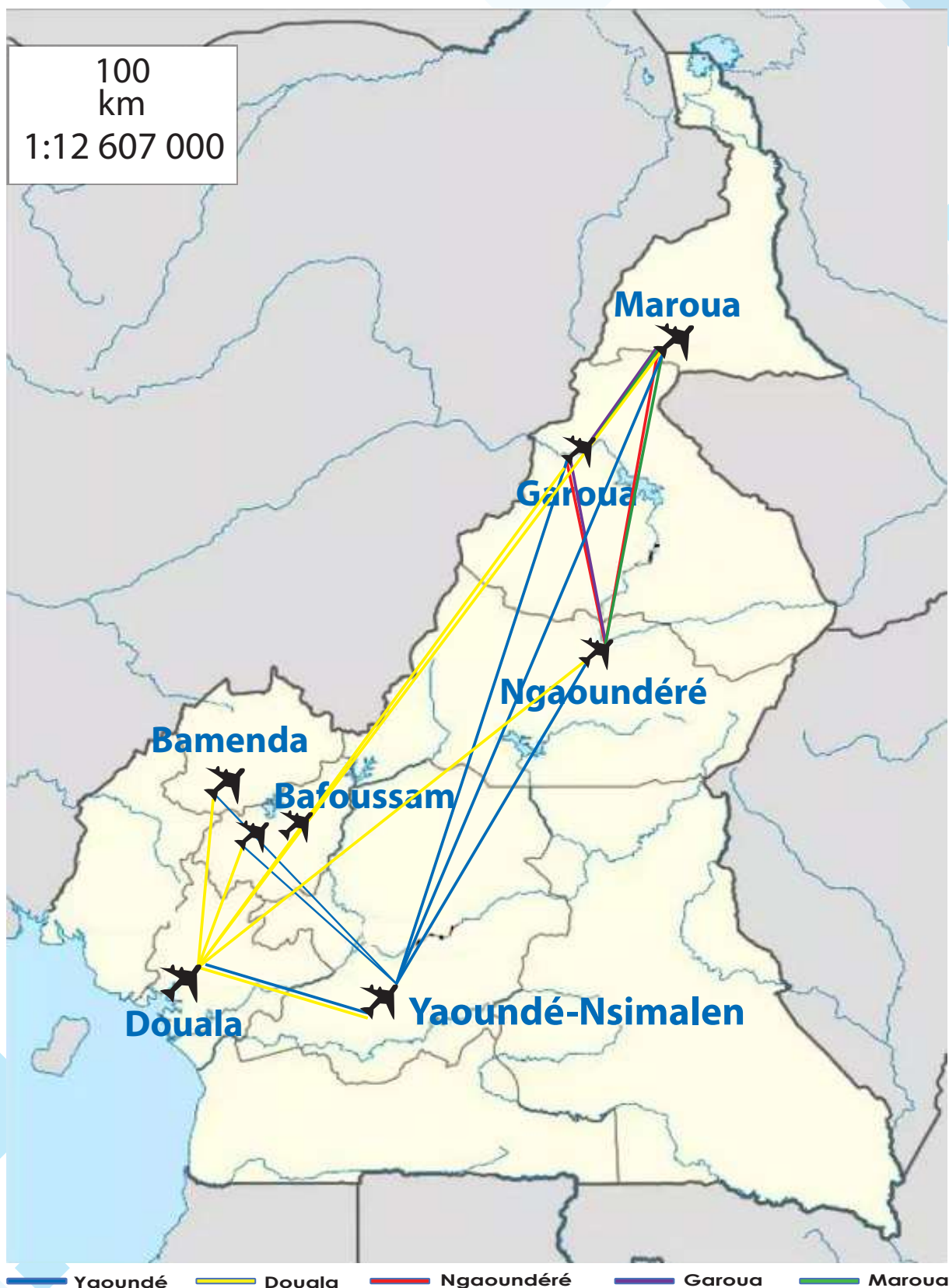
D. Breakdown of airport traffic per route segment in 2018

Airport	Route Network	MVT	PAX	FREIGHT
DLA	NAT	4 549	135 588	17,67
	INT	12 788	701 965	12918,23
	TOTAL	17 337	837 553	12 935,90
NSI	NAT	5 167	191 446	331,06
	INT	4 893	358 447	7962,45
	TOTAL	10 060	549 893	8 293,51
GOU	NAT	2 654	49 968	1036,23
	INT	254	4 108	35,57
	TOTAL	2 908	54 076	1 071,80
MVR	NAT	1 278	37 184	-
	INT	393	5 266	-
	TOTAL	1 671	42 450	-
NGE	NAT	356	13 185	0,05
	INT	39	181	0
	TOTAL	395	13 366	0,05
BFX	NAT	564	13 308	-
	INT	-	-	-
	TOTAL	564	13 308	-
BPC	NAT	699	11 671	-
	INT	-	-	-
	TOTAL	699	11 671	-
GENERAL	NAT	15 267	452 350	1 385,01
	INT	18 367	1 069 967	20 916,25
	TOTAL	33 634	1 522 317	22 301,26

E. Evolution of airport traffic in Cameroon between 2016 and 2018

Aéroports	Nature du vol	Mouvements d'avion			Passagers			Passagers en Transit			Fret (Tonnes)		
		2016	2017	2018	2016	2017	2018	2016	2017	2018	2016	2017	2018
Bafoussam	National	55	786	564	828	10 825	13 308	75	112	69	-	-	-
	CEMAC	-	-	-	-	-	-	-	-	-	-	-	-
	International	-	-	-	-	-	-	-	-	-	-	-	-
	Total	55	786	564	828	10 825	13 308	75	112	69	-	-	-
Bamenda	National	-	299	699	-	6 309	11 671	-	94	75	-	-	-
	CEMAC	-	-	-	-	-	-	-	-	-	-	-	-
	International	-	-	-	-	-	-	-	-	-	-	-	-
	Total	-	299	699	-	6 309	11 671	-	94	75	-	-	-
Douala	National	3 412	6 843	4 549	42 846	77 760	135 588	31 644	49 563	51 164	87,11	3,77	17,67
	CEMAC	5 010	5 002	5 381	157 057	286 464	176 459	35 450	42 492	39 594	171,01	163,27	318,76
	International	5 297	6 234	7 407	457 415	403 138	525 506	115 680	140 520	134 259	20 118,44	13 270,34	12 599,47
	Total	13 719	18 079	17 337	657 318	767 362	837 553	182 774	232 575	225 017	20 376,56	13 437,38	12 935,90
Garoua	National	3 408	2 603	2 654	26 997	41 874	49 968	2 802	746	1 950	52,02	85,23	1 036,23
	CEMAC	298	36	188	284	210	80	185	48	1 044	-	2,38	2,35
	International	68	22	66	-	4 169	4 028	-	-	-	-	-	33,22
	Total	3 774	2 661	2 908	27 281	46 253	54 076	2 987	794	2 994	52,02	87,61	1 071,80
Maroua- Salak	National	1 473	1 381	1 278	36 266	59 316	37 184	435	559	1 044	22,51	74,59	-
	CEMAC	68	289	382	2 867	3 166	5 126	75	224	872	0,67	0,06	-
	International	-	-	11	-	59	140	-	-	-	-	-	-
	Total	1 541	1 670	1 671	39 133	62 541	42 450	510	783	1 916	23,18	74,65	-
Ngaoundéré	National	213	499	356	4 436	11 857	13 185	683	1 015	1 751	0,03	0,20	0,05
	CEMAC	3	188	39	61	678	181	23	193	-	-	-	-
	International	-	-	-	-	-	-	-	-	-	-	-	-
	Total	216	687	395	4 497	12 535	13 366	706	1 208	1 751	0,03	0,20	0,05
Yaoundé- Nsimalen	National	3 613	4 688	5 167	61 728	129 523	191 446	17 152	35 023	54 120	7,51	3 641,70	331,06
	CEMAC	1 182	1 054	1 059	13 996	8 933	24 143	3 391	10 184	28 354	18,92	7,88	29,26
	International	3 981	3 352	3 834	306 928	339 605	334 304	54 644	60 186	74 501	5 027,00	5 124,00	7 933,19
	Total	8 776	9 094	10 060	382 652	478 061	549 893	75 187	105 393	156 975	5 053,43	8 773,58	8 293,51
Général = Tous les Aéroports	National	12 174	17 099	15 267	173 101	337 464	452 350	52 791	87 112	110 173	169,18	3 805,49	1 385,01
	CEMAC	6 561	6 569	7 049	174 265	299 451	205 989	39 124	53 141	69 864	190,60	173,59	350,37
	International	9 346	9 608	11 318	764 343	746 971	863 978	170 324	200 706	208 760	25 145,44	18 394,34	20 565,88
Total		28 081	33 276	33 634	1 111 709	1 383 886	1 522 317	262 239	340 959	388 797	25 505,22	22 373,42	22 301,26

F. Domestic lines by airport in Cameroon



G - Direct lines served from Cameroon



Departure from Yaoundé-Nsimalen

Departure from Douala

Cameroon Civil Aviation Authority

Working together for the development of air transport in Cameroon under maximum safety and security conditions

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